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CADILLAC TAKES SEATTLE ON HIGH

Soaring Seattle on high gear in the new Cadillac is a new pastime introduced by M. S. Brigham, of the Brigham Motor Car Company, of that city. Seattle is pretty nearly the final test for automobiles that care to wrestle with grades. In comparison with the western metropolis the seven hills of Rome are at nothing. The town is one of the few on the continent that could make an ancient cliff dweller seem at home. As a matter of fact it is generally considered plenty good enough for a car gets over these formidable Seattle elevations on low gear. At that it has left many a car ready to take the count.

But Mr. Brigham decided to give his 1913 Cadillac a real test so with four passengers in the car he made a tour of the city one hour, covering approximately 14 miles, negotiating the worst hills the town affords and never once shifted out of high gear during the test.

His experimental trip really began at the east end of the Madison car line. The Cadillac made the grade to Thirty-fifth avenue at 20 miles an hour. Although the hill is somewhat steep the performance of the car did not yet excite special comment, but when it scaled the steep grade from Twenty-seventh avenue to Twenty-fifth avenue without shifting the second speed the occupants gasped. It is a climb that will tax the power of many a car in second speed, but the Cadillac went over the summit at a sixteen-mile-an-hour clip.

CRANK ATTEMPTS TO SEE FORMER PRESIDENT

CHICAGO, October 20.—An attempt to see Colonel Roosevelt was made at Mercy Hospital shortly before midnight tonight by Luis E. Molina, who gave his address at Bogota, Colombia, and said that he was a secret diplomatic representative of the Colombian Government. He was stopped by the guard detectives and city police who got were on duty.

Molina said his father is a Senator of Colombia. He sent Colonel Roosevelt a postal card and wrote him a long letter containing accusations that the Colonel had committed "an atrocious crime" in taking Panama from Colombia, and bidding him beware of the vengeance of God.

Molina was accompanied by two Mexicans. An explosion in the factory of the Energetic Explosive Company at Halesburg, Ont., wrecked the building and killed seven men. Many were injured.

ACCESSIBILITY ONE OF THE PRIME REQUISITES OF A MOTOR

"Accessibility" is one of the most abused words in the English language when used in connection with an automobile," said Mr. E. E. Dodge recently when approached for information regarding the improvements to be found on 1913 cars. "Every manufacturer claims that his machine is the acme of accessibility—in fact, practically every make on the market is the 'most accessible' if you take the advertising man's word for it. But you can't realize how much he has strained the definition of the word until you have had experience with that particular car.

"Now, whether a man takes care of his car himself or not, it means a great deal to him to have a car that is really accessible. If three or four hours have to be spent in tearing down other parts just to get at something that needs trifling attention, and the same amount of time has to be put in getting things together again, the repair bills are going to be heavy. "Let me illustrate on this Stevens-Duryea here. If it were necessary to examine the pistons, for instance, they can be withdrawn by removing the bottom of the crank-case, nothing else has to be disturbed. That may not mean much to you at first sight, but if you had to disconnect the manifold, the wiring, the fan, the radiator connections, take out all the cylinder bolts and then hoist the cylinders off the crank-case, you would have a very practical example of the difference between the accessibility of the Stevens-Duryea motor and the ordinary type.

"The average owner of a motor-car doesn't appreciate the amount of work involved. It would take at least two days time for a good mechanic and an assistant to do that job, and the cost plus that of doing whatever actual repairing it required is enough to make the man who has to pay the bill come to one of two conclusions—usually both. He decides that all garage men are robbers, pure and simple, or that automobile repairing is something that he doesn't fancy having to pay for very often.

"In contrast with this, the Stevens-Duryea piston can be taken out and put back in a few hours, and every other part of the mechanism is equally accessible. For instance, the clutch can be taken out without disturbing any related parts, the transmission ditto. On some of the highest priced cars built, the whole transmission has to be dismantled to get at the clutch. You can judge from that what a valuable thing accessibility is in a car, and why every maker claims it, whether his design embodies it or not.

"For the first time, a really distinctive type of motor car has been developed in the new C-Six Stevens-Duryea.

Duryea," said Mr. Dodge in discussing the year's automobile innovation yesterday. "And it undoubtedly foreshadows the permanent body type of the future for fine cars.

"This is something toward which automobile builders have been working for years, and it is not surprising that it originated from the factory which has developed all the radical improvements in American motor cars from the beginning, 21 years ago—the three-point support, the unit power plant, and the six-cylinder engine. The new body design, which applies for both open and closed cars, makes the hood an extension of the body, as it should be, instead of an adjunct of the chassis. Indeed, the whole construction of the car shows that it was planned as an entirety, and not as a seating compartment set on a frame.

"The lines are peculiarly graceful, sloping from the radiator to the rounded dash and from there flowing to the back of the car. The mudguards, which are the only projections on the side of the body, harmonize in shape and at the same time are specially effective for their purpose.

"With its distinctive beauty, the new body type brings a distinctive comfort. The mechanism of the car is a refinement of the standards previously set by the Stevens-Duryea. It is as nearly noiseless as anything which moves can be—indeed, the silence of the C-Six is one of its striking features. The all-over machining of working parts gives them perfect balance which increases the smoothness of running and minimizes wear.

"The six-cylinder engine has been enlarged to gain the additional power needed for the larger car, but a rearrangement of the valves makes it fit even a smaller space than the old type of engine required.

"So strikingly original are the provisions for comfort in the new C-Six that it is a fitting complement to the mechanical perfection of the Stevens-Duryea chassis. The rear seat of the tonneau is equipped with an ingenious patented device, permitting it to be readily adjusted for height and angle of inclination. The entire seat may be raised or lowered two inches at its forward edge, and one inch at the rear, while at the same time the seat moves forward or backward three inches—a range of adjustment that ensures the utmost of individual comfort. Add to this depth of upholstery never attempted before, an amount of leg room that is liberal in the extreme, and restful individual chairs, and it would be difficult to devise a means of making the tonneau of the new Stevens-Duryea C-Six more luxuriously comfortable."

SWIMMING NEGLECTED.

"Distance swimming is neglected at our universities, where it should be encouraged in every way possible," recently declared Frank Sullivan, coach of swimmers at Princeton. "The turlong race is the longest of the list, and the result is that most of the coaches aim only at developing good sprinters and let the hundred yagers go in and do their best at 22 yards, usually without any special preparation. This is poor policy, for the country is deplorably weak in distance swimmers, as we found to our sorrow in the 400 and 1500 meter events at Stockholm, and since it is from the schools and colleges that must come the champions of the future, the association authorities should deem it their duty to turn out the necessary material."

Mrs. Mary Donegan Lear, a society matron of Chicago, has brought suit for \$50,000 against George K. Cornell, one of the managers of Hyde Park Hotel, for causing a three months' separation between her and her husband.

Los Angeles police entering a manure establishment to investigate the harmfulness of the cosmetics, were held at bay by a young woman with a pair of manure scissors. She refused to let them enter as her patrons were not in street dress.

In spite of the restitution of the money, Walter Shrouds, an employee of the company who stole \$1,300,000 from the Union Trust Company of Philadelphia, is to be prosecuted.

Emperor William of Germany is investigating the matter of prevention of mine disasters, and has appeared to the scientists of the country to discover a chemical compound, a change in which will be a warning of fire damp.

The Rev. Gibson, famous as the minister of the church in San Francisco where Durrant killed two girls years ago, has just died. Nearly everyone connected with the famous Durrant case either died at an early age or met an untimely death.

CHICAGO-DETROIT ROCK CRYSTAL RECORD MADE BY PACKARD

Endurance of car and driver were put to the test in a thrilling cross country run between Chicago and Detroit by J. G. Vincent, the new Chief Engineer of the Packard Motor Car company, Mr. Vincent, who was returning from the races at Milwaukee left Chicago with F. H. Trego, Research Engineer of the Packard company, and a mechanic, at 3:28 a. m. Monday, October 7. At 11:32 a. m. their route book was stamped by the clerk on duty at the Pontchartrain in Detroit. The total elapsed time was eight hours, four minutes; running time, seven hours, forty-seven minutes.

The distance from the Metropole Hotel, Twenty-third and Michigan, Chicago, to the Pontchartrain, Detroit, is 282 miles. Seventeen minutes were consumed in stops for gasoline and tires.

The car, a Packard "48" was driven to Dayton, Ohio from Detroit Wednesday night. The Packard engineers left Dayton Thursday morning and drove continuously for thirteen hours to Milwaukee, a distance of 395 miles. Arriving in Milwaukee Saturday morning, they went directly to the race course and spent the day. They started for Chicago without having had any sleep since leaving Dayton, and arrived in Detroit showing no signs of strain.

The drive was made without any special preparation but is said to be a record.

For those seeking something new and different in jewelry nothing is more effective than the crystal jewelry that has lately come into favor in Paris and London. It is made of cut rock crystal mounted in platinum and embellished with diamonds, or black enamel may be used further to emphasize the cleverness of the crystal. Such ornaments are supplemented with black velvet or ribbon.

Among the handsome pieces brought over here, says the "New York Sun," are crystal neck chains with glimmering pendants, bracelets, earrings, brooches, pins and some remarkable hair ornaments. A crystal tiara which attracted particular attention by its scintillating gleam and fairylike appearance had diamonds mounted on a crystal background. A becoming ornament is this with the perfectly arranged coiffure showing through the almost invisible crystal and the gems glittering and dancing like fireflies about the head.

A neck chain formed of cut crystal cylinders with links of platinum open work studded with diamonds are set en applique. The platinum setting of the diamonds scarcely shows, but raises the gems in a dainty flower design above the smooth surface of the crystal foundation.

Another necklace of crystal combined with diamonds, the gems in this case being set directly in the underlying crystal, and a pair of bracelets to match form a very handsome set. From the necklace, which is of the length that Paris has decreed shall be worn, reaching past the waist line of an empire gown, hang three crystal prisms, each two inches long. They

are cut with facets on the sides, are sharply pointed and at their widest part in prism four large diamonds are set.

Pendants of this form are found in earrings also, and when they catch and reflect the light as they swing they are exceedingly fetching.

Enamel is used effectively with crystal in some earrings of finely cut drops. From a bar of the crystal two graceful prisms are suspended, and the upper part of each is also seen at either end of the bar.

It was with gowns of black that crystal was worn at the beginning of this, its latest revival, and especially it is appropriate for wear with gowns of black and white combined. But the beauty of crystal in conjunction with colors deep and rich, such as violet and blue, or with pale and delicate tints, has been realized, and now crystal is seen on gowns of dainty phanous chiffon of carry hue, on or at his wedding.

nile green mason. What, for instance, could be more effective than a corsage ornament of diamonds and crystal in a natural flowery spray of gleaming light? The flowers—many petalled daisies, with crystal petals and diamond centers—are mounted with platinum, and the flower stems are rows of the very smallest diamonds. Such an ornament would add beauty and charm to a costume of any color.

The "dare devil" aviator, Charles K. Hamilton, is exhibiting to his friends at New Britain, Conn., a piece of his own skull which he intends to use as a watch charm. In a fall in Texas his skull was broken and mended with a silver plate.

Richard Whittle, a Cornell graduate, an automobile salesman of Chicago, committed suicide, leaving no clue except a half-finished letter to a friend declining to act as best man

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1913

Center Control



Touring Cars, Five Models, \$5000

Limousines, Landaulets, etc., \$00

Center control logically follows left-hand drive, and is sure to become standard on all American motor cars. Center control as adopted by Lozier for 1913 eliminates the one great objection to the popular fore-door body.

The first fore-door car built in America was the Lozier Lakewood, now in its fourth successful season. This innovation in design met with the instant approval of the public and fore-door bodies are now standard on all open cars, in spite of the fact that manufacturers have never been able to perfect a fore-door body on a right-hand drive car, because of the position of the control levers.

The adoption of left-hand drive on the 1913 Lozier has made it possible to place the gear-shifting and emergency brake levers in the center of the car, in a position convenient to the driver and at the same time, entirely out of the way of occupants of both front seats. The bug-bear of the body designer has been eliminated.

The accompanying illustration will give you only a general idea of the beautiful Lozier fore-door bodies. You must see the car itself to appreciate its good looks; you must ride in it to realize how far it is ahead of other motor cars mechanically.

In the Type 72 1913 Lozier you get Left-Hand Drive, Center Control, Automatic-Level Oiling System, Double Magneto with Triple Ignition, a Six-Cylinder Motor which develops more than 80 actual horse-power—and all the other features which have led men who have owned many makes of cars—"Men Who Know"—to call the Lozier the best car built in America.

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